

WHAT IS CLAIMED IS:

1. An ignition controller for an internal combustion engine comprising:

5 a crank angle sensor for generating a plurality of crank angle signals periodically in correspondence with a rotational angle of a crankshaft of an internal combustion engine;

a cam sensor for generating cylinder discrimination information of said internal combustion engine in correspondence
10 with a rotational angle of a camshaft rotating in synchronism with said crankshaft; and

a control unit for controlling the ignition energization of each cylinder of said internal combustion engine on the basis of said crank angle signals and said cylinder information;

15 wherein said control unit includes:

an engine-speed detecting unit for detecting a change in an engine speed of said internal combustion engine; and

an ignition correcting unit for correcting ignition
20 energization time, an ignition energization start timing, and an ignition timing in correspondence a changed engine speed in a case where the change in the engine speed is equal to a greater than a predetermined level.

2. The ignition controller for an internal combustion engine according to claim 1,

wherein said control unit includes:

an engine-speed detecting unit for detecting a
5 change in the engine speed of the internal combustion engine
on the basis of an average period of a crank angle; and

an ignition correcting unit for computing an
ignition energization start on the basis of a change in the crank
angle average period to correct the ignition energization time
10 in a case where the change in the engine speed has been detected.

3. The ignition controller for an internal combustion engine according to claim 1,

wherein said ignition correcting unit effects correction
15 on the basis of an ensuing estimated crank angle average period
or effects correction by adding or subtracting a predetermined
amount to or from a present crank angle average period.

4. The ignition controller for an internal combustion
20 engine according to claim 1,

wherein said ignition correcting unit corrects again one
of the once-corrected ignition energization start timing and
ignition timing at the time of inputting of the crank angle signal
prior to effecting that ignition control.

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5. The ignition controller for an internal combustion engine according claim 1,

wherein said ignition correcting unit synchronizes the correctedignitionenergizationstarttimingandignitiontiming
5 with a crank angle signal immediately close thereto.